

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

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1. In regard to bunkering habits of ships in the Black, Azov, and Caspian Seas, all vessels in the Caspian use oil for fuel. A tanker may take on fuel at any port at which it calls, as these ports have an oil section (neftegaven), where the tanker ties up. In order to save time for passenger and cargo ships, port authorities take oil by barge to the ship in port. Hose and pumps are used. This method avoids the necessity of the ship moving to the oil section. A similar procedure is used if the vessel uses coal for fuel. Ships on the Black and Azov Seas used either coal or oil. All tankers were Diesel powered.
2. As the USSR built ships only for its needs and was not interested in international shipping, its fleet was small. About one-half of the cargo vessels in 1941 were quite old. This factor lowered the general condition of the Soviet merchant marine fleet. Most of the tankers, however, were quite new.  
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Ships were well maintained. 50X1
3. [redacted]  
[redacted] The only large fleet of big tankers not under Sovtanker was 50X1 in the Caspian Sea. It was under the Caspian Petroleum Shipping Administration (Upravleniya Neftenalivnovo Caspiskovo Parakhodstvo). It had approx- 50X1 imately the same number of ships as did Sovtanker, but the ships were smaller (three to five thousand tons capacity) and in poorer condition, as they were older.

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